

THE INTERNATIONAL Teamster

NOVEMBER 1956



*And therefore, J. William Bradford
(by the grace of God today,
And the franchise of this good people),
governor of Plymouth, say . . .
Through virtue of vested power . . . ye
shall gather with one accord,
And hold in the month of November,
thanksgiving unto the Lord.
from The First Thanksgiving Day.*



TEAMSTERS SALUTE... NEW JERSEY

In 1822, newspaper reporters flocked with a great curious crowd to the courthouse in Salem, N. J., where, on the steps, Col. Robert Johnson was to publicly eat a tomato, then called a "love apple" and considered instantly poisonous. Since that day a Niagara of tomato products has rushed from "The Garden State" together with fantastic amounts of other commerce.

Settled by the industrious Dutch, the first community was christened Bergen. State industry was launched with an iron works in 1676. It was the only colony with two universities: Rutgers and Princeton. From this third of the 13 original states have come these "firsts": first steamboat, first steam locomotive, first practical incandescent lamp, first electrically lighted community (Roselle), first successful submarine, first smokeless gunpowder, first highway cloverleaf intersection and first double dual highway (from Newark to Elizabeth). The first U. S. mining operation was a copper mine at Pahaquarry; the oldest iron mine is near Dover. At Ralston is the oldest post office in continuous use.

Grover Cleveland, a native New Jerseyite, was the sole President to win two non-consecutive terms. Pres-

ident Wilson was once the governor of the 8,204 square-mile state, 45th in rank.

It has the highest per-acre farm income in the U. S. with over 2 million acres used primarily for truck farming, dairying and poultry. Prominent in the picture are the 59,300 Teamster members who keep the wheels of commerce turning. The state ranks eighth in per-capita income and in population with 4,835,329 citizens (1950). In industry, chemicals loom large and the state ranks first in the dollar value of its chemical products.

A busy state, New Jersey is also a "play" state; the Atlantic coast is an almost-unbroken 125-mile seashore resort with Atlantic City a leading national convention city. The ocean and bay fishing is so good anglers don't bother to lie about it! All industry and play areas are served by its justly-famous highway-turnpike network. From the state capital at Trenton has come a Constitution which is a model of liberalness and in legal circles the state system of courts has been highly praised.

Small wonder the state we recognize this month has as its motto the very apt "Liberty and Prosperity." Salute New Jersey!



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**THE INTERNATIONAL
Teamster**



DAVE BECK Editor

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Letter from General President **DAVE BECK**

Warning Signals in Britain

THE warning signs are flying in Great Britain these days — or should be flying—as the result of the comeback recently made by Aneurin Bevan, able, but unpredictable Welsh labor leader.

The British Labor Party had its annual conference recently at Blackpool in order to choose its leadership and map its party strategy and policies for the coming year. After two years of being in the political doghouse, “Nye” Bevan came back. He was elected party treasurer in a victory which jolted his right-wing party colleagues.

Now it might appear that being party treasurer is not such an important post, but far be this from the case in Britain. Officially, Bevan is the No. 3 man in the Labor Party. Actually he is No. 2 man, next only to the highly rated Hugh Gaitskell, party leader. The second man, James Griffiths, deputy leader, is expected to retire soon.

What does this shift mean?

We may not quite know the answer, but we can surmise. I think the answer to this question is important—important to labor and important to the working people of the Free World. At the basis of this shift and its meaning, there appears to be the way things are shaping up—and this seems to be the general observations about the Bevan comeback and the future of the Labor Party.

Bevan is both ambitious and able, extremely, and has been called the best orator in the Labor Party. He is forthright to the point of bluntness.

He is unpredictable and some say at times irresponsible. He has an interest in foreign affairs which could vitally affect the United States.

Bevan has not been pro-American; the U.S.A. has been a political "whipping boy" of the irrepressible Welshman. Bevan is leftish—rather far leftish. That could mean much in the immediate future. His interest in foreign affairs, the tough time Sir Anthony Eden is having in maintaining the Conservatives in power, and the possibility of Labor control all add up to some interesting—not to say disturbing—possibilities.

With the Conservatives ousted, if they are, Bevan would probably want to be Secretary of Foreign Affairs. Such a post would give his point of view great consideration and prestige. He could then put into action at the policy level some of his pet ideas on international relations.

Among these ideas might conceivably be a less cordial attitude toward and with the United States. It could mean a more cordial attitude toward the Soviet Union. It could also mean that Britain instead of remaining a leader in the Free World in the East vs. West struggle, might be oriented toward a semi-neutralist position. Such a change would be a decided defeat for the philosophies and hopes of the peoples of the Free World and could indeed spell danger. He would push for more Socialism in Britain.

Predictions in politics are dangerous speculations to say the least and any speculation about British politics is doubly undependable. But there seems to be ample evidence on the record to support a belief that the comeback of Aneurin Bevan is a matter which should cause grave concern in many quarters of the Free World—not the least of which would be the United States of America.

I have mentioned the Bevan affair in this letter because I believe our people should be alerted to possible future developments in an area of politics that could conceivably have a profound impact. I sincerely believe that an understanding of the forces at work in today's world is essential to a well informed union membership; I hope that we can always make a contribution toward better informing our people of the events of our time which affect their welfare.

In discussing the Bevan affair in this letter, it is in harmony with what I have been bringing to the attention of our people, that we should be alerted to possible future developments in an era of international politics that could have a profound impact. We must have an understanding of all forces at work in today's world.

1957 Convention Dates Set

We have come a step nearer in planning for the 1957 convention in Miami with definite decision on the dates for our meetings.

I said in my letter last month that with this issue we would be able to announce the exact dates. That decision has been made. The convention will be held in Miami Beach, Fla., September 30 to October 5.

The convention will open Monday morning, September 30. Our headquarters, as we announced last month, will be at the Eden Roc hotel in Miami Beach.

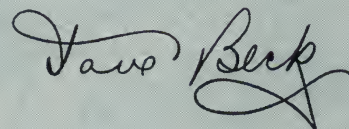
Shortly after January 1, 1957, we will open convention headquarters and I earnestly suggest that all reservations for space in the convention city be made through that headquarters.

Please *do not* communicate with Miami Beach hotels for reservations. Many of the Miami Beach hotels are still unorganized and we do not want any of our people to embarrass themselves, our International Union, or those on strike by direct communication with the hotels — which could result in bookings being made in an unorganized hotel.

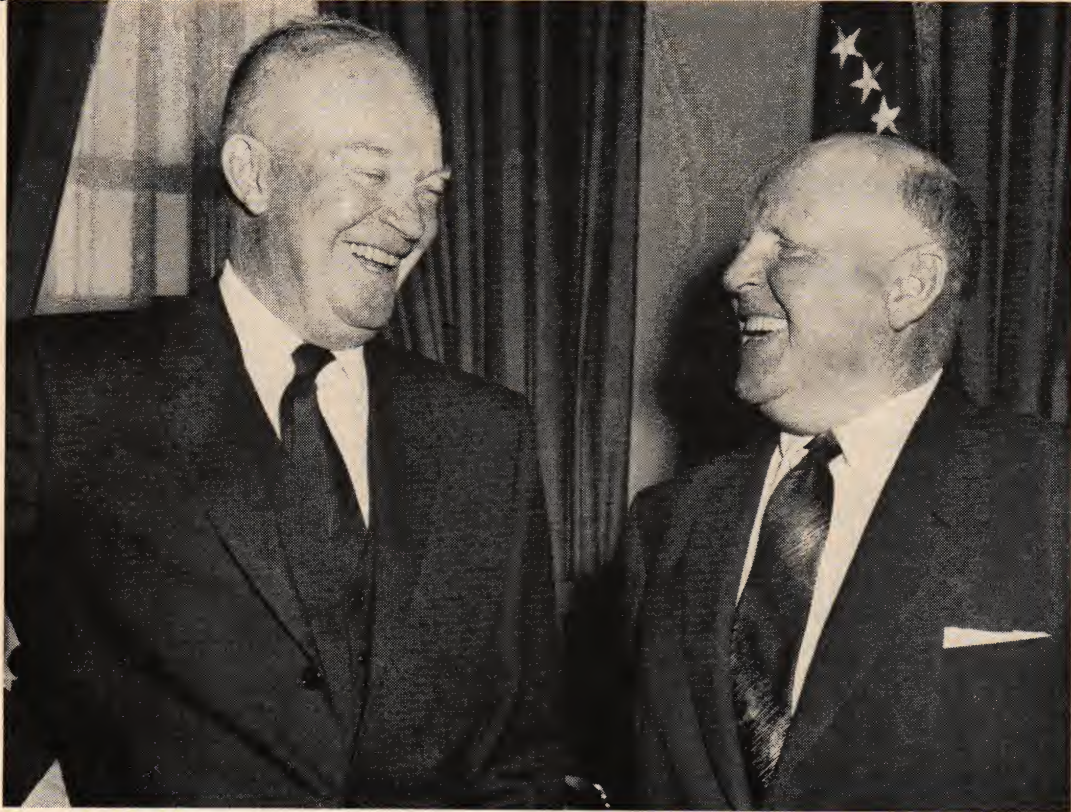
If this procedure is followed—if bookings or reservations are made *only* through our official convention headquarters, we will avoid both embarrassment and confusion.

In my statement last month on the convention I suggested that all local unions make plans to have their full delegate strength at the convention. We will have an important convention agenda. The convention is our highest source of authority and it is desirable and essential that this authority be supported by maximum delegate strength. Only by having the greatest possible attendance can we have all sections, all groups, all points of view fully presented and fully participating in our deliberations.

Fraternally,



President.



President Eisenhower and Teamster leader enjoy a light moment following White House parley on aid for truckers.

White House Conference

General President Beck and Other Directors of ACT Call on President Eisenhower and Win Assurance Of Study of Credit Assistance to Truckers

(See related story, page 24)

DAVE BECK and other officials of the Independent Advisory Committee to the Trucking Industry (ACT) discussed with President Eisenhower on Monday the critical need of the trucking industry for relaxing of the current stringent credit conditions.

President Beck was accompanied by his fellow directors of the Advisory Committee to the Trucking Industry, Roy Fruehauf, President of the Fruehauf Trailer Company; B. M. Seymour, President of Associated Transport, Inc., and Arthur D. Condon, General Counsel to the Committee. Presidential Assistant Sherman Adams was also present. The lack of private banking facilities for financing such essential trucking needs as replacement of worn-out equipment, termi-

nal facilities and working capital was emphasized by Mr. Beck. He also noted that the trucking industry is the country's largest aggregation of small businessmen with 97 per cent of the trucking firms classified as small business under a recent Small Business Administration survey.

The President assured Mr. Beck and his associates that he would give this matter his immediate personal attention; as a first step he said he would call upon the Small Business Administration and other federal agencies concerned to assemble all the facts as to the existing situation, upon which a prompt decision can be made as to the most effective action the Federal Government can take to relieve credit tightness for the trucking industry.

Teamsters, Flight Engineers Sign Pact

Unions Agree on Mutual Assistance Program To Help Strengthen Position Of Both in the Airline Industry

THE International Brotherhood of Teamsters and the Flight Engineers' International Association have entered into a formal agreement to cooperate with, and assist, each other to organize the many unorganized men and women in the airline industry falling within their jurisdictions.

General President Dave Beck and W. D. Kent, president of the Flight Engineers, met in the Teamsters' headquarters building in Washington October 12 to sign a mutual assistance pact and discuss plans for the organization drive soon to come in the industry.

Assisting the general president was Vice President Einar Mohn and General Counsel J. Albert Woll. Mr. Kent was joined in the talks by Robert Bartless, Washington; Frank Schulte, New York; R. W. Sloan, president of the Eastern Chapter; George A. Forero, president of the Seaboard Chapter, and William L. Watts, Dallas.

The Flight Engineers will move their headquarters to Washington November 1, their president announced, and will be in a position to work more closely with the Teamsters' International.

At this time the association has some 4,000 members on their rolls, but they estimate that the industry has about three thousand more unorganized workers who fall within their jurisdiction.

The jurisdiction of the Flight Engineers includes flight engineers, assistant flight engineers, flight me-

chanics, students undergoing training for these positions and all other persons performing this work under any job title.

Vice President Mohn was directed to study the problems and opportunities in the organization of these workers and those belonging in the Teamsters' Union and report to the

properly belong within the ranks of the Teamsters' International Union. We intend to make every effort within our power to see that these workers have the opportunity to enjoy the benefits of membership in this union and we will cooperate to the fullest in working with other unions to organize the airline industry to the fullest extent," the general president said.

The formal agreement, signed by the general president and President Kent, reads as follows:

This Agreement is entered into by the above-entitled organizations to perpetuate the harmonious understanding which has always existed among the officers and members of these organizations and to promote a program of cooperation and mutual assistance in the best interests of the members of both organizations, to wit:

1. It is agreed that the jurisdictions of the two organizations are not in conflict in any way. The jurisdiction of the FEIA encompasses Flight Engineers, Assistant Flight Engineers, Flight Mechanics,

(Continued on page 27)

general president at the earliest possible moment.

He will meet with President Kent and the two will decide whether other organizations should be asked to join in a much wider assistance pact. If so, General President Beck and President Kent will approach these organizations to see if an agreement can be worked out.

"There are many hundreds of workers in the airline industry who



Gathered around FEIA President William Kent and General President Dave Beck are, from left, Vice President Einar Mohn, Robert Bartlett, Frank Schulte, R. W. Sloan, George Forero and William Watts, FEIA representatives; and Teamster General Counsel J. Albert Woll.



THE FLIGHT ENGINEER

The Key 'Third Man'

On Our Airliners

A COLD wind chased a few late autumn leaves across the barren hillside, lifted them gracefully from the ground and carried them out of sight. On top of the hill two men were bent over a strange "bird-like" contraption, their cheeks rosy from the December chill.

Suddenly, the deserted countryside was alert to the slapping sounds of a 12-horsepower engine. A pink-eyed rabbit leaped, then leaped for a nearby briar patch. Then, at a prescribed signal, a 750-pound, four-cylinder bundle of wire and cloth lurched clumsily down the North Carolina hillside slowly picking up speed. For an incredulous instant the object was airborne—just long enough to establish the Wright Brothers as the first to fly a power driven, heavier-than-air machine.

Today, a close look at this historic machine, as it stands enshrined in the Smithsonian Institute in Washington, D. C., will confirm its complete simplicity. No instrument panel to show manifold-pressure or revolutions-per-minute can be found on this first plane. The chances are if you happen to have a large shopping bag, you might be able to fill it with all the instruments Orville and Wilbur Wright used in flying their machine. But don't try the same trick today. That same shopping bag couldn't hold the pencils a modern flight engineer exhausts on a routine trans-Atlantic flight aboard a Wright powered 18-cylinder, 2500-horsepower Lockheed Constellation.

The flight engineer? Who is he? What's his job in relation to the ponderous multi-engine commercial

airliner of today. In the succeeding passages we will attempt to give you an idea how the eyes, ears and sometimes the nose of this "third man" functions in order to give you in-flight safety and continued good health.

Today, the flight engineer is as much a necessity towards the success of a continent-hopping flight as the No. 4 engine. His importance is specifically spelled out in the civil air regulations manual, Part 40.263, which unequivocally states that a flight engineer is required on "all airplanes certificated for more than 80,000 pounds maximum certificated take-off weight."

Soon after the flight engineer became a recognized fixture in the total crew structure of modern airliners, efforts were begun to organize this "third man" so as to protect and strengthen his economic and social relations with his employer. His cockpit confreres, the pilot and copilot, had earlier been organized into the Air Line Pilots Association.

In 1948 the Flight Engineers' International Association was issued a charter and officially admitted to the American Federation of Labor. Headquarters were established at Mineola, N. Y., and at the first FEIA convention in 1949 Larry Huron was elected president of the organization. Today the FEIA numbers 2,500 members in 14 chapters and 51 locals scattered throughout the country and the world. FEIA members are represented in 14 different airline companies in this country including American, Continental, Trans-Canada, Eastern, National, Pan American, TWA, United, Slick, Seaboard and Western, Argentina Airlines, KLM Royal Dutch, Sabena World Airlines and Pan Air Do Brazil.

In a recent issue of *The Flight Engineer*, official publication of the Flight Engineers' International Association (AFL-CIO), FEIA President William D. Kent was asked to describe the flight engineer's job. Here is how the president of the flight engineers union describes the work of his members:

"The flight engineer is a flight crew member who is responsible to

(Continued on page 27)



General President Dave Beck addresses National Bakery Division delegates.

National Bakery Division Meets

*One Hundred Delegates Participate
In Discussion of Contracts, Industry
Problems and Jurisdiction Questions*

PROBLEMS of jurisdiction, the activities of the Economics of Distribution Foundation, and master contracts were the key problems discussed at the conference of the National Bakery Division, held at the Statler Hotel in Boston, Mass., September 19 through 21. Close to 100 delegates from all parts of the country closely followed the reports and participated in the lively discussions which followed, under the chairmanship of Vice President William A. Lee of Chicago.

GUEST SPEAKERS

In addition to the discussion from the floor, the delegates heard addresses from General President Dave Beck and Vice President Einar Mohn. Other guests in attendance included George Faunce, vice president of the Continental Baking Co.; Emile Libresco, director of industrial relations of the General Baking Co.; Frank Hale of the National

Yeast Co., and Abraham Weiss, economist for the International Un-

CONVENTION PLANS

General President Dave Beck announced that he had concluded arrangements for the 1957 convention to be held in Miami. He urged the delegates to develop youthful leadership from their ranks, to cope with the burdens of union leadership, to engage actively in organizing campaigns, and to meet the challenge of big industry.

On the problem of jurisdiction, President Beck stressed that the most satisfactory solutions would come about by agreement between the locals involved. Historically and constitutionally, it is the function of the Joint Councils to find solutions to jurisdictional questions. To protect local autonomy, the International Union should not impose any settlement on this question except in those

instances where the Joint Council has been unable to effect a settlement.

He stressed the necessity of analyzing the problems of industries within the Teamsters' jurisdiction and of meeting with industry in recognition of mutual problems.

JOINT EFFORTS URGED

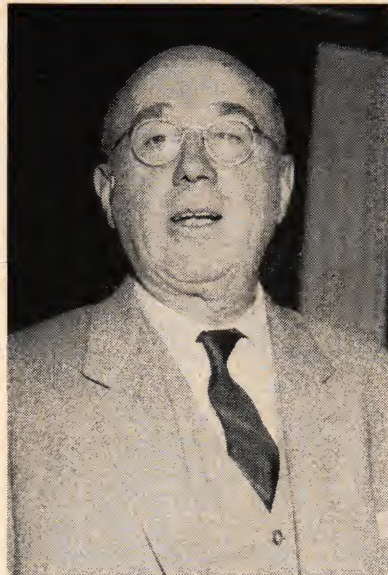
Mr. Faunce, vice president of Continental Baking Co., in an address to the group stressed the need for joint union-industry study of mutual problems and pointed out that this was and must remain the sole purpose of the Economics of Distribution Foundation. He requested joint efforts to improve the conditions of bakery drivers and improve industry's position. Chairman Lee referred to the good relations existing in the industry and emphasized for the conference the union's position on the problems raised by Mr. Faunce.



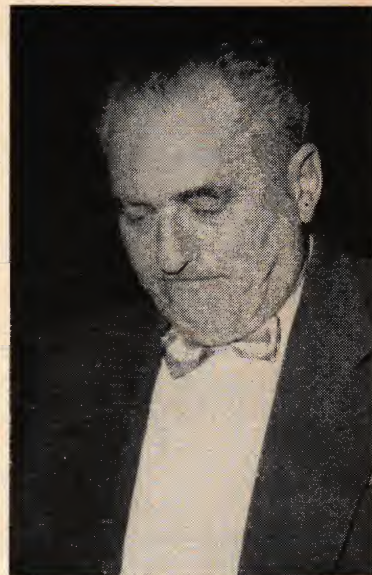
EINAR MOHN



WILLIAM A. LEE



GEORGE FAUNCE



JOE CLARK

Following these addresses, a number of delegates discussed the various industry-union meetings which have been held under the sponsorship of the Economics of Distribution Foundation. The discussion was prompted largely by an article on the Foundation in a nationally syndicated labor column. Speakers from the floor brought out that these meetings have primarily dealt with problems in the retail or house-to-house delivery branch of the industry.

Discussion from the floor centered on the role of the Foundation and participation by Teamster bakery local representatives. Among the points raised by the speakers were the relation of such participation to future collective bargaining negotiations; broadening the basis of representation to include bakery locals from the various sections of the country; and the value of joint discussion of specific problems of mutual interest to both the industry and the union.

Vice President Einar Mohn then addressed the meeting and discussed the reasons which prompted the International Union to join with industry in the Foundation. He described the purpose of the Foundation as primarily to arrive at understandings of benefit to both sides. He urged greater participation by all bakery locals in such meetings.

The problem of jurisdiction over
(Continued on page 30)

POLICY COMMITTEE members, front row, from left: Buck Andre, Washington, D. C.; Tom Mahoney, Chicago; William Tappe, Pittsburgh; F. F. Dickerson, New Jersey; Gordon L. Shryock, Tulsa, Okla.; M. E. Steele, Portland, Oreg. Second row: Vice President Einar Mohn; Vice President William A. Lee; Charles Bolton, Los Angeles, Calif.; Earl Graves, St. Louis; Emmett Cudahy, Lawrence, Mass.; Charles F. Ulrich, Seattle; William F. Carr, Kansas City, Mo.; R. E. Rhodes, Denver, and W. J. Phillips, San Francisco.



BELOW: Delegates to Bakery Division meeting represented every section of the continent—east, west, north, south and Canada.



EDITORIALS

New Teamster Buildings

This month mention is made in our news columns of two new buildings erected by Teamster affiliates. These buildings are part of the parade of new homes which unions are building for joint councils and local unions in the International Brotherhood of Teamsters.

These buildings are not only utilitarian inasmuch as they provide offices for the organization as well as meeting places for the members. But these buildings are something more; they are symbols of progress of the labor movement in general and the Teamster movement in particular.

The time has past when labor unions must be satisfied with inadequate and improvised quarters. We are glad that our locals and joint councils are showing leadership in their communities in building new homes in keeping with the requirements and dignity of the labor movement. President Beck inaugurated the policy of loans for building purposes when he assumed office in 1952. It has proven a fine asset to our International Union and its affiliates.

A Long Step Forward

By the end of 1956 a good start will have been made on the basic construction work of the St. Lawrence Seaway. A preliminary report on this seaway project was made in last month's issue of THE INTERNATIONAL TEAMSTER.

The construction work this year will be a long step forward in one of the most important engineering and construction projects of our time. Major attention is being directed to the St. Lawrence Valley where the actual seaway work is under contract and is moving forward.

But the Seaway will mean more than work on a new and deeper channel from the Great Lakes to the Atlantic Ocean. The various port cities which are going to reap primary benefits from the opening of the new path to the sea are also making progress in their own areas.

Some cities are developing extensive plans to revise their own docking areas and port facilities. Some of the blueprints made in anticipation of the new Seaway will soon begin to take shape.

Work both on the Seaway and on the port cities will be a healthy stimulant to construction and general business in the entire Great Lakes-St. Lawrence area.

Tragedy in the Southwest

A paralyzing tragedy is sweeping millions of square miles in our Southwest. The 1956 drought is proving to be a disaster of the first magnitude.

Soil conservation observers say that the drought this

year is worse than it was in the 30's when the violent dust storms blew themselves across the front pages of the nation's newspapers.

Areas which are feeling the deepest impact of the 1956 drought are Texas, New Mexico, Arizona, Kansas, parts of Colorado, Utah, Nebraska, the Dakotas and Montana.

Drinking water is at a premium in some places where it is being sold. Crops have been ruined and whole areas have been wiped out due to lack of moisture for the fertile earth.

The Federal Government has certain disaster relief measures that it can take and these do help. But the people are interested in long term relief, not temporary palliatives.

The experts on climate, regional planning, soil, weather and agriculture should pool their knowledge and make some long-term plans to cope with recurring threats of the drought. It is senseless to endure devastating droughts, if proper planning can avoid it. These are disasters wrought by nature, but how much of the causes were man-made causes? Man should take an inventory of his own land use methods. Is he in part to blame for these disasters? Searching questions should be asked—and answered so that if possible, the deep and tragic impact of drought can be circumvented.

Free World Propaganda

This month the nation holds a national election. By the time this issue of THE INTERNATIONAL TEAMSTER is in the hands of its readers, the results may be known. These will be the returns showing the winners and losers in local, state and national contests.

Some will lose and some will win, but the Free World everywhere will win as the result of the free elections in America.

This is an observation that can be made with safety as the nations of the totalitarian world go to their polls when they have elections with no opportunity of making a free choice. Freedom of the ballot is an envied one throughout the world and the time is comparatively recent when we recall the Hitlerian era in which the Germans voted—but could only vote "ja."

Today millions of people are deprived of this fundamental freedom, but these same people hear about our right to vote. The iron curtain and the bamboo curtain cannot keep their people from hearing about the voting rights of free people. And when the news penetrates into the interiors of the totalitarian countries, the free people will have achieved a propaganda victory far greater than any which they may consciously strive to execute.

Thus as the winners and losers ponder their fates

after the votes are counted, let them all—and all of us—give a thought to the great value of the right to vote as a weapon in the hands of free people in the worldwide struggle between the forces of darkness and those of light.

Fall Tonic

The phrase “spring tonic” is a trite and traditional word pattern in the American language. We hear about this, but we seldom hear about a “fall tonic.” Yet we have one.

Beginning in early October and extending until near the end of the year Americans—particularly Americans with buying power—are being given a fall tonic of high powered sales presentations in the form of new model automobiles.

The new cars represent the latest and finest which American automotive design, engineering and production can turn out. The intense competition in the automobile business makes for a fall tonic of exceptionally high voltage.

We are certain that many other nations of the world envy us for many things, but not the least of them is our automobile industry with its fine and flashy new models which are turned out by Detroit every year.

This is a tonic we all like—even though it sometimes is hard on our sales resistance and our pocketbooks. But we would have it no other way, for looking forward to the new models is a pleasant, modern and streamlined American tradition.

Hope for Older Workers

One of the critical manpower problems of our time is the consideration, or perhaps we should say the lack of consideration, which is given the older workers. Formerly, the older worker was thought to be “on the shelf” or definitely in a decline if he were over 45 or 50. While that is true too often these days, other factors are entering into the employment picture as organized labor wins new concessions in the form of fringe benefits.

We are told that older workers face additional barriers—barriers over and above the fact that they are aging—to employment. These are, according to employers: older worker force up the costs of workmen's compensation, the costs of group insurance programs and of pension programs. How true are these charges? We hear them all the time and it would seem that some close and searching examination should be made of these allegations.

William H. Wandel, in a study “Earning Opportunities for Older Workers” (University of Michigan Press), seems to have done just that. What does Mr. Wandel say?

He says flatly that there is no basis for the charge of increased costs of workmen's compensation; the evidence points to the fact that there is a decline of accident frequency with age, more than offsetting any increase in the period of disability.

On the group insurance proposition, Wandel says

that in a \$3,000 life program for a worker, the additional cost of a man of 50 is less than 2 cents an hour more than the cost of an employe of 30 and this cost is reduced by the worker's contribution, if any; by dividends to the employer and by tax deductibility.

On pension plans, the author points out that pension plan formulas can be and are being adjusted to the hiring of older workers without placing an undue burden on the employer.

It appears clear from these conclusions of the researcher in this field that more study should be given by labor to the real implications of hiring older workers and a more realistic attitude should be developed by both management and unions when it comes to the older worker. The ammunition to refute the claims of employers as to extra burdens of hiring older people is available; we should use it, for this ammunition is an arsenal of facts and facts can be effective with any employer.

A New Justice

The United States Supreme Court has a new justice. Following the resignation of Mr. Justice Sherman Minton, President Eisenhower named William Joseph Brennan, Jr., as an associate justice. Mr. Brennan comes from the bench of the highest court in New Jersey.

It is both too early and too presumptuous for anyone to say what kind of justice the new appointee will make as he enters upon his new duties on the highest tribunal in the land.

From what information that is available, however, it appears that the President has made an excellent appointment. The new justice has had considerable judicial experience and he has taken a special interest in speeding the processes of justice. He has felt that justice delayed is too often justice denied. He has faith in our judicial system and is certain that it can work as a great tool of democracy.

The experience on the bench in the past and his strong passion for making the processes of justice serve democracy augur well for a brilliant career on the highest court of the land.

We wish Mr. Justice Brennan well.

Big Business Spending

During recent weeks with major public attention focussed on the political campaign, many have overlooked the economic trends of American industry.

The National Industrial Conference Board recently made public some figures on the outlook for the next few months. According to surveys made by the Board, American industry is planning some healthy outlays for new plant and equipment. These capital outlays are indications that business is looking toward the future with considerable optimism.

The metals and chemicals among the leading industries seem to have the greatest possibilities in terms of equipment and plant expansion. Other industries which report extensive expansion plans are the food and beverage industry, electrical machinery and rubber goods.

FIRST TRANSCONTINENTAL TRUCK DELIVERY

Pictures Rescued from Trash Can Recall 91-Day Journey Made 54 Years Ago

ONE MORNING shortly after school opened in Washington, D. C., an apartment house janitor emptying trash cans noticed a loose-leaf notebook atop one of the containers. Thinking perhaps his school-age child might have use for it, he fished it out.

In such a commonplace manner was an uncommon journey of a generation ago brought back into sharp focus. For the notebook contained 30 stained but still clear and sharp photographs of the progress of a truck which made the first transcontinental delivery of merchandise in the U. S.

The truck was an Alco, made by the American Locomotive Company. Loaded with three tons of Parrot Brand Olive Silk Soap made by the Charles W. Young Co. of Philadelphia, the truck made the cross-country trip in 91 days. It left Philadelphia for New York City on June 20, 1912, and drove up in



front of the San Francisco City Hall on September 20.

The start of the trip coincided with a big truck parade and display

sponsored by the Philadelphia *Inquirer*. There were "509 commercial motor cars of 71 separate makes, ranging in size from mam-

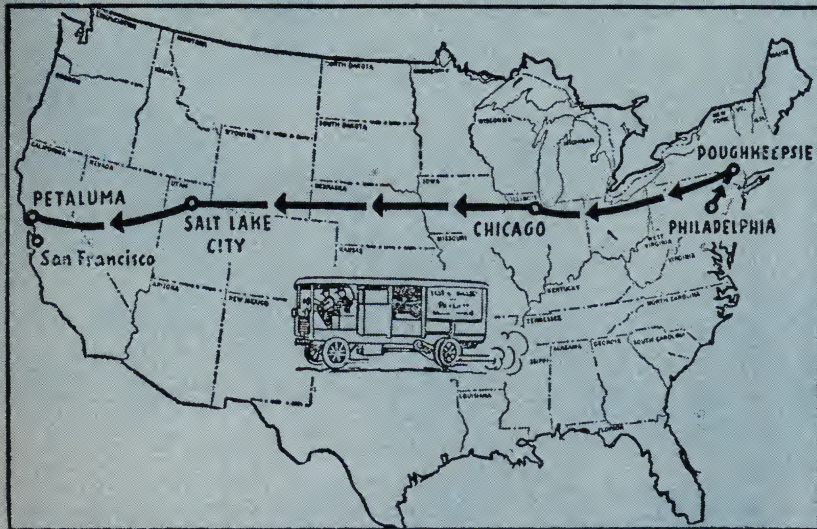
PETALUMA

The rugged Alco truck was in trouble early in its trip as shown here outside Elbridge, N. Y., working its way to graveled roadway from sod.



Members of the Denver Board of Trade went all the way to Marshalltown, Iowa, to greet the history-making trip by Alco.





Above: Map shows the route taken by the truck and crew. The journey required some 91 days and the time could be bettered in that day by a good Conestoga wagon. Today it can be made in about five days.

Left: The drivers little realized the hardships ahead when this shot was made in Poughkeepsie, N. Y., after truck was loaded with three tons of "Parrot Brand Olive Silk" soap in Philadelphia, Pa.

moth trucks with a carrying capacity of 13,000 pounds down to a light delivery wagon of 500 pounds capacity" in the display, to quote the newspaper account.

The makes of the trucks would be interesting to many old-timers who may remember some of them. They were: Alco, Atterbury, Autocar, Au-

tomatic, Baker Bell, Baker Electric, B.O.E., Buick, Cadillac, Cartercar, Chase, Columbia, Commer, Commercial, Courtland, Croxton, Dart, DeCatur, Dennison, Detroit, Durable Dayton, Ford, Franklin, Flanders, Garford, General Vehicle, GMC, Grabowsky, Gramm, Hatfield, Hart Kraft, Huppo Yeats, Kel-

ly, Kendle, Kissel, Knox, Lansden, Lincoln, Little Giant, Mack, Mais, Martin, Maxim, Maxwell, Metz, Mitchell, Morgan, Otto, Packard, Peerless, Philadelphia Electric, Pierce Arrow, Pope, Hartford, Premier, Rowe, Sampson, Sandusky, Saurer, Seitz, Service, Sharon, Stanley Steamer, Stoddard - Dayton, Studebaker, Thomas, Walker, Warren, Waverly, Woolston, White, Wilcox.

The big Alco was escorted out of town by "motoring enthusiasts, bands and other vehicles, reads the 1912 newspaper account. Making the trip as drivers were Frank Morin and Walter Dick. The *Inquirer* account also states that E. L. Ferguson, secretary of the first contest committee of the American Automobile Association and an executive of Glidden Tours, was going with the drivers on the trip. Possibly he was the one who took the photographs. But the AAA in Washington declares they have no record of Mr. Ferguson; that the first secretary of the Contest Board was a Samuel A. Butler. The Contest Board, additionally, is the oldest Board of the AAA and supervised its first automobile race in 1895.

Records of the trip are vague and sometimes contradictory. The crew was given as Morin, Dick and Ferguson by the *Inquirer* account. Another contemporary account lists the crew as Morin, Ferguson and Frank

POUGHKEEPSIE

Three miles outside Kenton, Utah, farmers gathered to watch crew repair wooden bridge which collapsed.



Mired deep in mud following one of the ten cloudbursts the truck encountered within a period of 8 days in Wyoming, the crew manned shovels to dig truck out.



Right: Near Valley, Nebr., a flash flood swept the dirt roadway from in front of the pioneer truckers. Crew member swings onto tailgate to grab the well-worn shovels.

Below: In the eastern part of California some straight roads were found, but many were non-negotiable because of heavy rains which bogged the truck down for days at a time.



Below: The crew was forced to repair or shore up some 100 bridges within a three-day period in California and Nevada. Here one man jacks up rear wheels while another slides timbers under wheels.

Below: Roads had to be widened in many places to allow room for the truck which was 13 inches wider than usual vehicles.



Colburn as the second driver with Johnny Cambon listed as "assistant."

The crew, whoever they were, had a rugged trip as they made their way from coast to coast via Buffalo, Cleveland, Toledo, Chicago, Des Moines, Omaha, Denver, Cheyenne, Salt Lake City, Reno, Sacramento and San Francisco before unloading the cargo at the Carlson Currier Silk Mills at Petaluma, some 80 miles north of the Golden Gate.

HEAVY SAND IN OHIO

The truck hit heavy sand in Ohio to start its troubles. It took 30 days to reach Denver and the Denver Board of Trade sent an intrepid

band of motorists all the way to Marshallton, Iowa, to escort the truck into town. Crossing Iowa was a problem and the crew recounted crashing through several bridges and, subsequently, inspecting and shoring up as many as 100 bridges in a three-day period.

22 HOURS WITHOUT FOOD

The crew was cut off from all communications and went 27 hours without food near Sterling, Colo., when an irrigation ditch overflowed and trapped them.

Bridges continued to crash and in some instances the men's lives were endangered by the crashes. It took another 30 days to reach the middle

of Nevada. In eight days, the truckers encountered ten cloudbursts in Wyoming, where they rescued a touring party which had been stranded by high water.

WIDENED ROADS

The truckers had to widen roads in many places since the truck's tread measured 69 inches and the standard tread for wagons, buggies and "horseless carriages" was 56 inches. In one instance the crew erected a dam and causeway to get across a flooded area. In other places they had to fill in washouts. In at least one instance the only way to make progress was to ride the railway right-

of-way. One front tire of the truck was taken off and the rim put on the rail.

Going up the mountains was a nightmare with the whole crew pitching in to remove boulders from the roadway and sometimes enlarging the path as they progressed. By September 8 they were reported at Wells, Nev., after they had dropped out of sight for three days. They then headed west over the mountain passes for Reno. West of Kelton, Utah, they reported encountering a terrible sandstorm, followed by a hailstorm and a cloudburst which virtually destroyed the roadway. In another message, the crew reported that they achieved the remarkable feat of ascending 1,700 feet in one day!

RECEPTION IN SAN FRANCISCO

The crew was given a big San Francisco reception when they arrived and Ferguson said that "the

Government should build a transcontinental highway; that such would cause California to be a Mecca for all the East." He said that they had encountered 67 transcontinental touring parties. In those days, to traverse the nation was indeed a feat to be tackled only by the hardest of motorists. The Elco truck passed through 15 states and travelled 4,069 miles during its trip. According to Ferguson, the truck did not have any mechanical trouble during the trip. After the truck was exhibited by Elco distributors in California for awhile, it headed eastward again, without fanfare, returning to the Charles W. Young soap company in Philadelphia. There is a faded notation on a fly-leaf of the looseleaf notebook which says: "Truck still in daily service in Philadelphia; 6-15-17 (signed) D. I. Cooke."

Today the mileage between New

York and San Francisco has been reduced to 3,062. The bridges will easily carry three tons of soaps and a chain-drive truck. Modern trucks, changing crews and keeping on the move, can do the transcontinental crossing in five days, even though the normal crossing would be somewhat longer.

A LUCKY BREAK

The anonymous Washington janitor who saved the photographs of the trip from the incinerator has, happily, given us a nostalgic glimpse into the pioneer days of trucking.

(EDITOR'S NOTE: *Do you have photographs or an account of a pioneer stage of motoring or trucking? If so, you may submit it for publication and share it with others. Send it to THE TEAMSTER, 810 Rhode Island Avenue, N. E., Washington 18, D. C. All will be returned, whether, used or not.*)



Driver dismounts east of Wamsutter, Wyo., to study roadway ahead of the sturdy Alco, which made return trip east with little fanfare.

Above right: Down again. Crew failed to detect some soft clay in path of the west coast-bound Alco with its three tons of soap.

Right: One of the biggest moments came when the Alco backed to the loading dock to discharge its cargo at Petaluma, Calif. Big thrill came with San Francisco celebration.



*Labor Must Beware of 'Entangling
Alliances' That Puts It in 'Back Pocket'
Of Any Political Party, Beck Declares*

**TEAMSTER LEADER
ADDRESSES BRICKLAYERS**

"We must keep ourselves aloof from any entangling alliances of a political nature that puts us in the back pocket of any political party," General President Dave Beck told the Sixty-fourth Convention of the Bricklayers, Masons and Plasterers' International Union in Seattle, October 8.

"Sam Gompers has come down to us in reverence; and as days pass on in continuity of history, the great logic of his conclusion is ever and ever more emphasized, but of all things that he ever left us to record to his memory and his great deeds that consecrates him in the life of the labor movement forever, was won when he said: 'Let us reward our friends and punish our enemies,' and he never mentioned any political party," he reminded the audience.

The Teamsters' chief executive also discussed the free trade union movement in Europe, "tight-money" policies and the future of the labor movement here in the Western Hemisphere.

"This is indeed a large organization that I represent . . . and in my opinion, as the labor movement continues to grow, we will continue to grow. And I am positive that the growth exemplified in my own organization will be the same across the great labor movement.

"However, there are many things that confront labor today. Labor must be very careful that it assumes the great responsibility that is vested in it now by virtue of its tremendous membership, and that the great



President Harry C. Bates of Bricklayers welcomes Dave Beck to union's convention in Seattle.

sphere of influence that it occupies, not only in the labor movement of the world, but within our country, and even in foreign affairs," he noted.

He pointed out that in his tours to Europe he had been fortunate enough to closely study the development of the labor movement and could find no comparison with America in this respect.

"It is my personal opinion that labor must watch itself carefully. It must see to it that it ever continues to develop this organization on the field of economic action. We built this great American labor move-

ment, not through political action, not through the philosophy of nationalization, but through the premise of free enterprise, in a competitive capital structure, and we built it on the grounds of economic action.

"Those of us who have rubbed shoulders with the British labor movement and other labor movements, that in a large measure have attempted to make their progress through the avenues of political action, find no consolation in a comparison with the conduct of their affairs as it is with our own, in our economic procedure," he continued.

The general president recognized that labor cannot close its eyes to political action as long as capital or those associated with it, or those who would destroy the labor movement, will put upon the ballots for the voting of the populace such measures as the so-called "right-to-work" laws. He said we will place greater and greater emphasis on political action in any case which threatens our security and well-being.

"But for us to become embroiled and involved in the intricacies of political action, in my opinion, is a

(Continued on page 20)



Loading platform at right is empty because Teamster drivers refused to cross the Amalgamated Meat Cutters and Butcher Workmen picket lines at the East St. Louis Swift plant.

Teamsters Aid Swift Strikers

Cooperation Pact with Amalgamated Meat Cutters and Butcher Workmen Shows Effectiveness in Successful Strike

IN the early hours of Thursday, September 20, the big trucks which bring supplies and cart away finished meat products moved up to Swift plants throughout the country. The trips were routine. The trucks come into the plants by the thousands every day.

But on that Thursday morning things were different. Dozens of

men and women marched in front of each gate. They carried signs that said the Amalgamated Meat Cutters and Butcher Workmen and the United Packinghouse Workers were on strike at Swift. The placards told how Swift was trying to take benefits away from workers.

The trucks did not go through the gates. Instead drivers wearing

Teamster buttons in their caps stopped their vehicles; talked a few minutes to the strikers and then turned their trucks around. They went back to their starting point.

That episode was repeated thousands of times at some 50 Swift plants and branch houses throughout the country on that Thursday and on the following days.

Honoring picket lines was only part of the story of Teamster help to Swift workers. President Dave Beck had assured Amalgamated President Earl W. Jimerson and Secretary-Treasurer Patrick E. Gorman that the Teamsters "would give maximum possible cooperation to the strike."

Teamster Executive Vice President Einar Mohn worked closely with Amalgamated Executive Vice President Harry Poole to coordinate Teamster assistance with the strike effort. "The help of the Teamster International Union, Area Conferences, District Councils and locals

The following telegram was received by General President Dave Beck shortly after the successful conclusion of the strike against Swift & Co.: Dave Beck, General President, International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington, D. C.

The undersigned, our international executive board, local officers and national membership of our organization appreciate the fine support that you gave us during the Swift strike. It clearly illustrates that when labor organizations work together they can achieve their objectives. Again, may we say thanks.

/S/ EARL W. JIMERSON, *President.*

PATRICK E. GORMAN, *Secretary-Treasurer.*

Amalgamated Meat Cutters and Butcher Workmen of North America.

was terrific," Poole commented at the end of the strike.

Other unions, too, gave strong support to the strike. Members of the Railroad Brotherhoods refused to take their trains through the picket lines. They, like the Teamsters with their trucks, took the trains near the plant and then got off them.

The solidarity of the Amalgamated and UPWA Swift members was matched by the Amalgamated retail membership. The union's retail locals asked the management of supermarkets and stores throughout the country to refuse to sell Swift products until the strike was ended. Most of management agreed to their request. And Swift felt the strike not only at its production end, but also at its sales end.

The terrific cooperation of the Teamsters in the Swift strike stems from the close relationship between the IBT and the Amalgamated. For decades the two unions had sporadically assisted each other. In 1954, Teamster President Dave Beck and Amalgamated Secretary-Treasurer Patrick E. Gorman turned the occasional cooperation of the past into a permanent, lasting thing of the present and future. They signed an agreement providing for joint organizing jurisdictional peace, and a Joint Committee of top leaders from the two unions.

The work of the Teamster-Butcher Joint Organizing Committee, headed by Lewis C. Harkins of the Teamsters and Vice President Leon Schachter of the Amalgamated, has served as the vehicle to bring harmony and friendship at all levels of the two unions.

In the case of the Swift strike, the labor cooperation paid off in a big way. The 25,000 packinghouse workers did not lose a single benefit that Swift had threatened to take away. Instead, they received wage increases ranging from 10 to 22½ cents an hour immediately, and are slated to get another 7½ cents in 1957, and still another 7½ cents in 1958.

The guaranteed 36-hour work-week was improved. Severance pay will be paid for any employee eliminated because of technological improvements.

JOINT DRIVE SET IN PITTSBURGH AREA



Teamster and Butcher Workmen officials concerned with the newest joint organizing drive are, from left, front row, Louis Ickes, trustee, Joint Council 40; Lewis Harkins, co-chairman of the joint committee; Harry Tevis, 11th International vice president and president of Joint Council 40; Earl Grant, assistant to Leon Schachter, co-chairman who was out of the city on Butcher Workmen business; Norman Kegel, representative of Joint Council 40, and Dan DeGregory, J. C. 40 secretary-treasurer. Back row, from left: Louis Gizzi, J. C. 40 trustee; Kent Duve, J. C. 40 trustee, and Dale Carson, J. C. 40 recording secretary.

The Teamster and Butcher Joint Organizing Committee launched an organizing campaign in Mid-September calculated to enroll between 2,500 and 3,000 unorganized workers in the Joint Council 40 area in the packing and food-processing industries.

Co-Chairmen Lewis Harkins of the Teamsters and Leon Schachter of the Butcher Workmen said the general campaign to eliminate pockets of unorganized workers within the two industries will be patterned after the 15 other similar drives which have proved so successful in the past two years since the two unions joined in an organizing pact.

The undertaking has the blessings

The Swift victory will help not only Amalgamated and UPWA members, but also the members of other unions who work for Swift. Swift has been a troublemaker for many unions. Grievance and arbitration cases mount there many times more than at other packing firms. Swift management also fostered a company union.

But with the recent display of la-

bor solidarity and the union victory, Swift will probably tread more gently now. It will think twice before it will try to take long-held benefits from workers and force a strike.

In short, the Amalgamated and UPWA strike and victory may well prevent other unions who have members at Swift from being forced on the picket line in the future.

of Thomas Flynn, president of the Eastern Conference of Teamsters, and Harry Poole, executive vice president of the Amalgamated. The new members will be enrolled in locals of Joint Council 40 if they fall within the jurisdiction of the Teamsters, Harkins said. Members properly belonging in the Amalgamated will fall in Local 424, Schachter announced.

Vice President Tevis has appointed Robert Baird of Local 636, to head the organizing in behalf of the I. B. T., and Francis Cousins, business agent of Local 424, Amalgamated, will work for the butchers under the direction of Anthony Tasker, president of the local union.

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In short, the Amalgamated and UPWA strike and victory may well prevent other unions who have members at Swift from being forced on the picket line in the future.

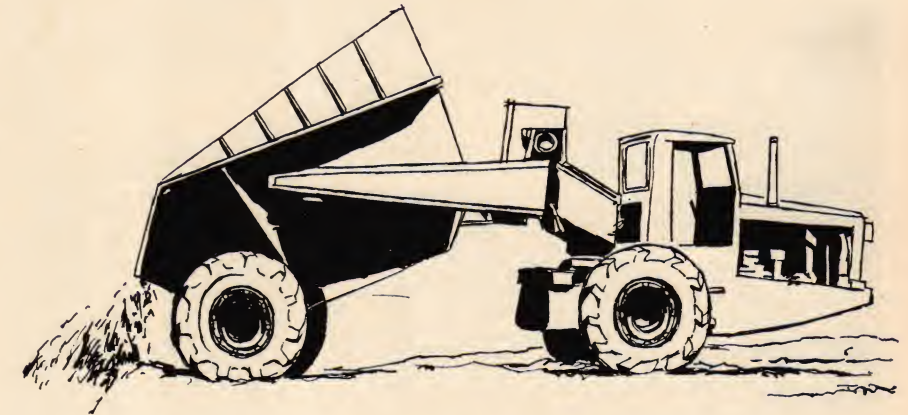
TOURNAROCKER AND RAILPORTER HAVE BIG JOBS IN ROADBUILDING

TWO new pieces of construction equipment which will receive extended use in the huge building and highway programs in which we are embarking this and the next years are the LeTourneau-Westinghouse 1 "C" Tournarocker and the Rex "Railporter."

Primarily, thus far, the Tournarocker has been used in coal mines where it has many unique advantages in the removal of slate and bone coal. There is little doubt, however, that this versatile machine will come into much more widespread use as the highway program begins to develop.

The heavy-duty equipment is especially useful when rock, ore or dirt must be moved. In coal mining, production records show that one 18-ton rear-dump Tournarocker does the work of three 6 to 8-ton dump trucks on the refuse removal operation.

Working two shifts a day, the Tournarocker is chute-loaded at a bin with 15 tons of slate and bone coal in an average of 18 seconds. It hauls 1,500 feet to the dump in



Artist's sketch of the Tournarocker in action.

one minute, 24 seconds, dumps in six seconds and returns to the bin in one minute, 20 seconds. The average speed is 12.6 miles per hour. It is easy to see how useful this machine can be, particularly where short hauls of half-mile or less are prevalent.

The Tournarocker is available in sizes from 9 to 50 tons and with power plants of from 122 to 450 horsepower. Optional equipment includes constant-mesh transmission,

torque converter and electric body heating unit.

After 2,000 hours of operation, owners report an average of 98 per cent in mechanical efficiency.

The rocker body tips to vertical for rapid, clean unloading, requiring less clean-up and reducing cycle time. The sturdy design of the rig (no frame, no sub-frame, no springs and no hydraulics) makes a significant saving on maintenance costs, too.

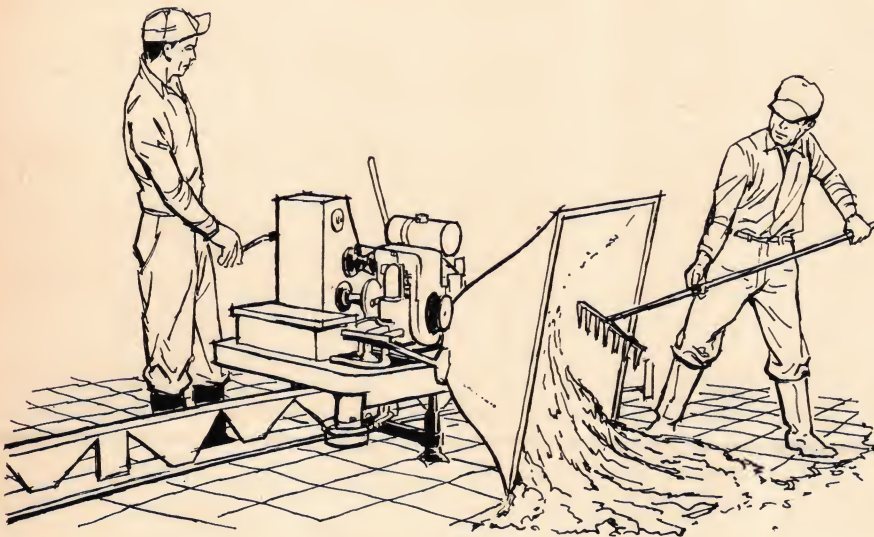
The Railporter consists of a powered unit with hopper that runs on a single rail. The unit is stabilized by means of four outboard rollers riding on side flanges of the rail.

The conveyor equipment is loaded at the point of supply and sent on its way by the engaging of a lever. The unit follows the rail to its destination where a stopping device halts it. This device can be set up so as to stop the unit anywhere along the rail line.

Workers discharge the material to either side, engage the clutch in reverse and send the equipment back to the point of supply.

Each rail section is strongly supported by stands and connected with a slip-pin and lock. The rails do

(Continued on page 28)



Railporter, a power unit with hopper, operates on a single rail.

EASTERN CONFERENCE GENERAL POLICY COMMITTEE



As this issue of THE INTERNATIONAL TEAMSTER went to press, the fourth annual meeting of the Eastern Conference of Teamsters got under way in Washington, D. C. Plans for the important session were formulated by the General Policy Committee, pictured above. Full coverage and details of actions taken during the meeting will be carried in the next issue of the TEAMSTER.

Beck Addresses Bricklayers

(Continued from page 16)

very serious mistake. There is no party in this country that can possibly contend that they are the friends of labor. There are members of both parties who have rendered great service to labor, and there are those in both parties who have rendered no service to labor. They have rendered disservice to labor!" he emphasized.

Beck discussed the situation in the South where the "Democratic Party is mostly made up of individuals who have violated and transgressed every law of decency in the conduct of their relations with the visualization of the problems of humanity, and the law of welfare of those who must toil, and we find them also scattered across the northern part of the United States in the Republican Party," the Teamster president said.

As to the future of labor, the general president said he felt that the overwhelming percentage of industry and capital and throughout so-

cial and economic life accepts the philosophy that the labor movement is not going to be destroyed.

If we are to continue to expand this great economy of ours, he reasoned, to assimilate the tremendous productive machinery of mechanization, we must have an agency of spending that only comes from those who toil and who make and grow the products we manufacture and produce.

"And that is in contradiction to the philosophy of every other government in the civilized world," he reminded the delegates.

He pointed out that whereas our policy is to extend the credit system so that our people can buy the products they produce, most other nations deny themselves high productivity by denying the wage earner the means with which to purchase large appliances, machinery and other fairly costly items.

President Harry C. Bates of the BMPIU introduced the Teamster

president, calling him one of the "great labor leaders of this country." He pointed to his guest speaker's great record of organizing in the Seattle area, "the most solidly organized city in the United States."

Mr. Bates said he knew the man that is responsible for "setting the wheels in motion, and for working when times were tough to bring about the situation that is enjoyed in this city today."

Following the general president's address, which was interrupted by applause many times, the BMPIU president thanked Beck for his inspiring talk saying: "It is unnecessary for me to tell Brother Beck that we are glad he came to visit us today; the reception given to him by you (the delegates) speaks for itself.

"Brother Beck and I were in the midst of a deep debate on some of the questions he has discussed not too long ago, and strange as it may seem, we voted the same way. And I take the same position that Brother Beck takes, that we are not going to become the tail of any political party," Mr. Bates said.



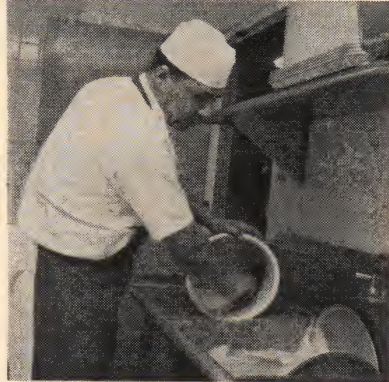
Chef Jean B. Grihangne prepares one of his succulent roast ducks.



Mrs. Vivien Vest assists in preparation for service.



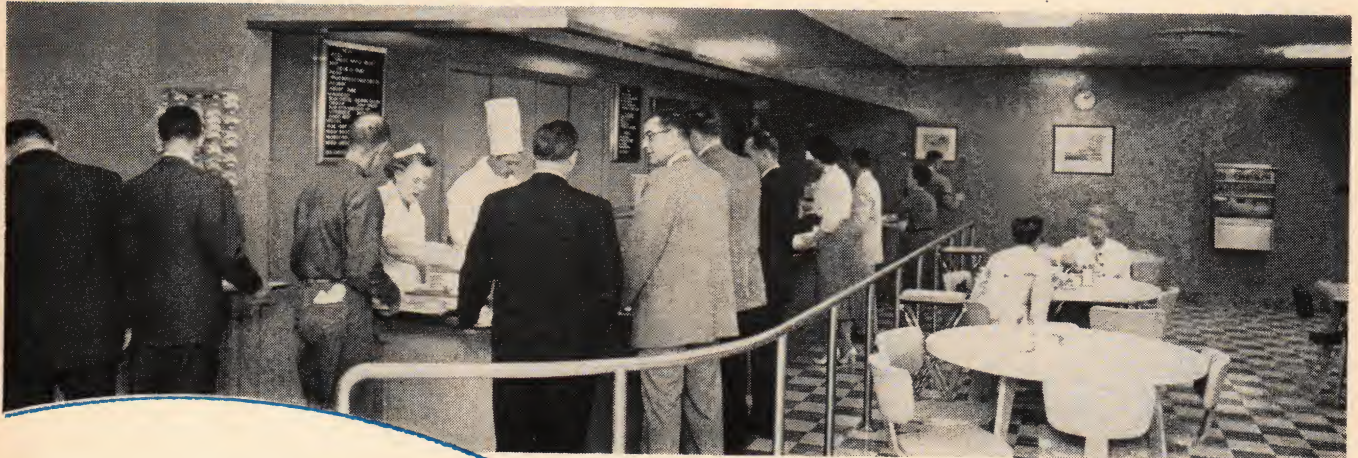
Shirley Clark pours coffee for two Teamster employees. The cafeteria, located on the fourth floor of the new headquarters building, caters exclusively to employees.



Carl McKenney, Chef Grihangne's "right arm," cleans up after a busy day.



Mrs. Margaret Townsend sets garden salad on stainless steel service line.



CHOW TIME

SITUATED on the fourth floor of our new headquarters building in Washington is a shiny new cafeteria. Although it has all the modern conveniences French chef Jean Grihangne and his staff of five could ask for, the theme of the new cafeteria is austere practicality rather than ostentatious display.

The cafeteria seats over 100 employees and/or guests with lunch being served daily, Monday through Friday, from 12 noon till 2. All equipment, including the kitchen and service line, is stainless steel.





Guests at dedication bow heads for invocation by The Rev. Glenn W. Stewart.

CHARLESTON TEAMSTERS DEDICATE NEW HOME

THE climax to two decades of struggling by its officers and members came for Local Union No. 175 of Charleston, W. Va., with the dedication of a handsome new home office building designed to end forever the unit's history of "growing pains."

Like so many others of the locals of the I. B. T., Local 175 has time and again found itself growing out of its office space. From a tiny room just 10-feet square in 1938, there has been a succession of moves to gain space for the cramped officers and staff.

Local 175 was born in the midst of the depression when, in October, 1936, a small group of bread and milk drivers held a series of informal meetings to make plans to obtain a Teamsters' charter for the capital city of West Virginia.

On November 24 of that year, the International approved the request and a charter was issued under the name of Chauffeurs, Teamsters and Helpers, Local Union No. 175. E. A. Carter was elected to the office of president and he continues in his role of chief executive officer of the union to this day.

Organizational drives got underway early the following year in many

industries and truck drivers, warehousemen and dairy employees began to trickle into the local's membership. By the end of 1937, the local had contracts covering 368 members in the bread, milk, beer, grocery, freight and produce fields. This was all accomplished with the services of part-time business agents who were employed by other local unions.

The first full-time business agent was elected in December of 1937. This was Frank A. Rebhan, who assumed the duties of secretary-treasurer at the same time and who continues to serve in both offices.

It was at this time that the local contracted for the 10-square foot office in a downtown office building. The following year it became evident that the local union was to continue to grow and prosper, so the membership voted to sub-lease larger offices in the Painters' Union building. This was the first time that a meeting hall was opened to the use of the Local 175 members at the same address as the offices.

Again, in 1939, the local union began to feel severely cramped. A building which had been used as a fire station was rented and, in 1940, purchased by the local union. This

building served as the local's headquarters until the dedication of the new building in October.

During this period additional territory was assigned to the local and today the union has organization throughout a 50 to 80-mile wide jurisdictional boundary extending from Bluefield northward into two Ohio counties, an area approximately the size of the state of New Jersey.

Area meetings are held regularly in Athens, Ohio; Parkersburg, Charleston, Beckley and Bluefield, W. Va., and a branch office is operated at Parkersburg.

Today there are approximately 150 individual employers under contract with Local 175 with almost 3,100 members involved. Continuous organizing efforts swell the rolls each month.

The present building was made possible through a loan from the International Union in accordance with a building loan policy established by President Beck. An increase in monthly dues to repay the loan and help finance construction was voted by the membership and the local expects to pay the loan off in much less than the allowed time.

When Local 175 was organized 20 years ago, a truck driver's wages in the Charleston area averaged only \$15 to \$18 a week and his hours of work were not limited.

Local 175 members today receive wages in excess of \$1 million a month. Their hours are controlled and conditions are excellent and they enjoy paid vacations and other benefits, including medical and hospital insurance.

In his message to the local union on the occasion of the dedication of the headquarters building, General President Dave Beck called the structure a "continuing symbol of Teamster activity and Teamster progress in your community."

In congratulating the membership on the completion of the project, he noted that the dedication of a new building by a local, joint council or

(Continued on page 26)



Spacious, well-lighted auditorium has ample facilities for all occasions. It will comfortably seat 600 persons.



Laying of cornerstone. From left, Vice President Einar Mohn, General Secretary-Treasurer John F. English, Vice President Harry Tevis, Local 175 Secretary-Treasurer Frank A. Rebhan and William J. Sitzmann, 50-year member of Bricklayers.

NEW HOME FOR CHARLESTON TEAMSTERS



Local 175 Secretary-Treasurer Frank A. Rebhan points out office facilities to Secretary-Treasurer English (left) and William Mullenholz, comptroller for the International Union.



Chatting on grounds of the new headquarters are, from left: Local 175 President Eugene A. Carter, Vice President Mohn and Gov. William C. Marland.



This is the comfortable Board meeting room of Charleston local's new headquarters.



Office layout is geared to efficiency and convenience for top service to members.

ADMINISTRATION SUPPORTS CREDIT ASSISTANCE FOR TRUCKING INDUSTRY

MUCH-NEEDED government credit assistance for the trucking industry is being supported by the Administration following a series of appeals by General President Dave Beck and his associate directors of the Independent Advisory Committee to the Trucking Industry (ACT).

The two-pronged program of aid, as promised by Small Business Administrator Wendell B. Barnes, will provide the following:

—Establishment of a special section for processing loan applications from trucking and other companies in the transportation field, and the institution of an intensive course of training in trucking industry financial matters for selected personnel in the Washington SBA headquarters and in field offices.

—Recognition of trucking companies with gross annual revenues of up to \$5 million as small business by SBA. Heretofore, trucking companies with more than \$2 million gross business were considered outside definition of small business and were ineligible for loans from SBA.

President Beck immediately hailed the promised remedial steps as good news for the trucking industry. He said a special section with trained personnel handling trucking industry loan applications to the SBA should lead to a "substantial utilization of SBA loan facilities by the trucking industry."

The Teamster president added that by raising to \$5 million the amount of business a trucking company can do and still fall into the category of small business, several hundred of the "best operated and most essential trucking lines in the country" are brought into the list of eligible borrowers.

The program of assistance to the trucking industry was announced following a top level, industry-government meeting at the White House on Friday, October 19. This meeting was arranged at the personal direction of President Eisenhower, with whom Mr. Beck and other ACT directors had conferred on Monday,

October 15. At this first White House meeting, Presidential Assistant Sherman Adams also was present.

At the Friday meeting at the White House, ACT was represented by Mr. Beck, Roy Fruehauf, president of the Fruehauf Trailer Co.; B. M. Seymour, president of Associated Transport, Inc.; Arthur D. Condon, general counsel for ACT; Walter F. Carey, Board Chairman of the American Trucking Associations Foundation; Edward McGrath, president of Fruehauf Trailer Finance Co.; Edward Kiley, director of research, ATA, and William M. Graham of the ATA technical staff.

Administration spokesmen attending the session included Secretary of Commerce Sinclair Weeks, Presidential Assistant Adams, Small Business Administrator Barnes, Dr. Arthur F. Burns, chairman of the President's Council of Economic Advisors, and Gerald D. Morgan, special counsel to the President.

At both White House meetings, President Beck stressed the pressing need of the trucking industry for government assistance in financing replacement equipment, terminals and capital expansion. He pointed out that the necessity for government aid springs from the complete lack of normal banking credit facilities for the trucking industry at the present time.

How little government assistance has been granted the trucking industry was emphasized by President Beck's disclosure that, up to this time, the Small Business Administration has loaned for trucking equipment the insignificant sum of \$52,000, measured against an annual expenditure for trucking equipment of \$2 billion.

Prior to the White House meetings, President Beck and his associate ACT directors had placed a strong case for improving the government's program of credit assistance for the trucking industry before the SBA.

"We are desirous that loan pro-

cedure by the Small Business Administration be the avenue which will lead the banking fraternity to study and serve sound credit needs of the trucking industry," Beck said.

The general president went before the agency in a labor-management move to present the credit needs of "the largest single industrial unit in the nation."

The expansion of the trucking industry, plus its continued economic soundness, are both seriously hampered because of unique conditions which prevail in the industry and in no other industry in the country, Beck said.

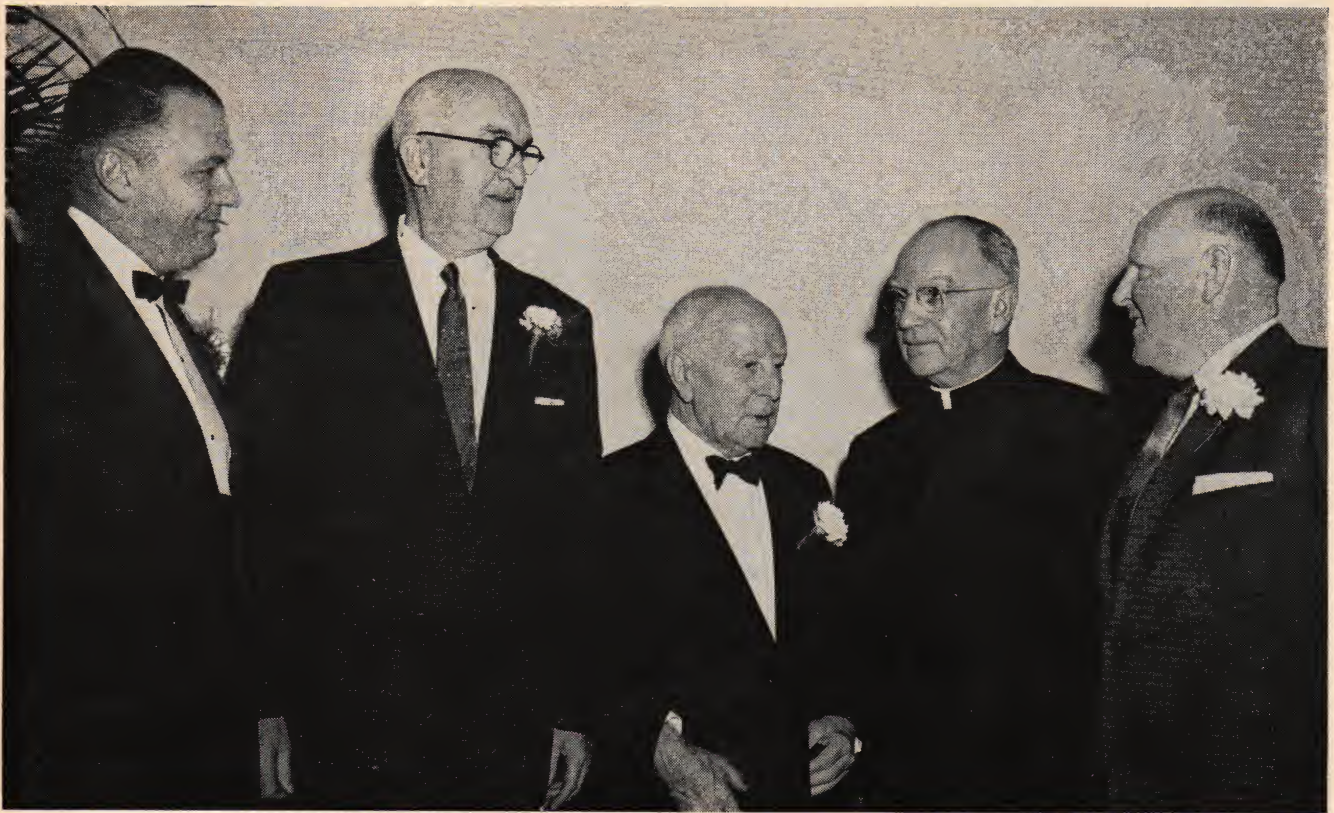
"A recent trucking industry survey shows that to meet the needs of expansion, and replacement of obsolescent or worn-out equipment, at least 1,500,000 new trucks, tractors and truck-trailers must be acquired annually. Our national economy and defense depend upon the maintenance of an adequate truck transportation system. Such a system can not be maintained without suitable credit facilities," he warned.

He said that Congress intended to help small enterprises of this kind when the Small Business Administration was established, because their continued prosperity is so important to the nation's economic health.

"The diversified ownership of the industry means that most trucking lines are owned and operated by local interests who are thoroughly familiar with the transportation needs of the communities which they serve. In fact, there are large areas, especially in rural United States, where communities are entirely dependent upon truck lines to ship their products and to bring in all the necessities of daily living, the general president pointed out.

Because of this diversified ownership, the credit needs of the truck operators are peculiar. The major part of their investment is concentrated in equipment and, even for those lines which are wholly-solvent, it is extremely difficult for the oper-

(Continued on page 32)



NEWARK HONORS ENGLISH AND CONLIN

The two men honored at the Newark testimonial dinner, General Secretary-Treasurer John F. English and Second Vice President John J. Conlin (second and third from left) are shown with Toastmaster Lawrence W. McGinley, the Most Rev. Thomas A. Boland, Archbishop of Newark, and General President Dave Beck.

THEY came from far and wide last month to the big Sussex Avenue Armory in Newark, N. J., to pay tribute at a testimonial dinner to General Secretary-Treasurer John F. English and International Vice President John J. Conlin, each of whom has given long and distinguished service to the organization.

Diners contributed a total of \$96,000 to the Seton Hall College of Medicine and Dentistry in nearby South Orange. That was the net proceeds of the \$50-a-plate affair sponsored by Joint Council 73.

PROPOSED BY MCGINLEY

How the testimonial dinner came into being is a little story in itself. When Lawrence W. McGinley, President of Joint Council 73, proposed to John Conlin that he be honored at a dinner, Conlin recommended it be a joint affair honoring John English and himself. McGinley made such arrangements.

That was how it came to pass that nearly 2,000 persons filed through the big doors of the Newark Armory on October 11 to hear some notable speakers, see some first-class entertainment and eat, incidentally, a first-class dinner.

PIONEER SCHOOL

It was a very happy occasion, especially for Seton Hall University which was founded in the middle of the last century on a very slender budget. The school had very tough sledding in its early days, but in the last ten years it has, in the words of the Most Rev. Thomas A. Boland, Archbishop of Newark, "risen from a small college to one of the great universities of the country." The university's School of Medicine and Dentistry, incidentally, is the first to be established in New Jersey.

There were many notables on the stand to be introduced by Toastmaster Lawrence McGinley. After the

invocation by Archbishop Boland, greetings were brought to the meeting by Leo P. Carlin, Mayor of Newark and former President of Teamsters Local 478; Bernard J. Berry, Mayor of Jersey City; Bernard M. Shanley, Appointment Secretary to President Eisenhower; and Msgr. John F. McNulty, President of Seton Hall University.

BECK, JOHNSON SPEAK

The speakers were Archbishop Boland, President Dave Beck of the International Brotherhood of Teamsters, and Calvin D. Johnson, consultant to the American Trucking Associations.

President Beck said it was a great thing that a large group of Teamsters could get together to dedicate themselves to the relief of suffering humanity through a contribution such as they had made that night. He hoped it would be the first of several such dinners and he also ex-



The President of Seton Hall University, Monsignor John F. McNulty, with Lawrence W. McGinley, president of Joint Council 73.

pressed the hope that other international organizations "great in their own right" would join in the movement to aid medical schools. Such interest on the part of labor in the fundamental problems of the community would serve labor well, he said.

For his part, the Archbishop of Newark said that it was a "lesson in fraternal charity" to have seen the great testimonial dinner come to reality in Newark. He expressed his sincere thanks to Lawrence McGinley, and said of him that "few laymen have been so dynamic, so modest, and yet so efficient." The Archbishop, after recounting a little of Seton Hall's history, closed his remarks with a prayer for the health and happiness of Secretary-Treasurer English and Vice President Conlin, the honored guests.

Those introduced from the dais included Teamsters Vice Presidents Harry Tevis, James R. Hoffa, William A. Lee, Frank Brewster, Sidney L. Brennan, John T. O'Brien, Joseph Diviny, and Einar Mohn.

Also Edward J. Sullivan, secretary-treasurer of Joint Council 73 (co-chairman of the dinner with McGinley); Dr. Charles L. Brown,

dean of the College of Medicine, Seton Hall; Dr. Merritt M. Maxwell, dean of the College of Dentistry, Seton Hall; Herbert Heilmann, recording secretary, Joint Council 73; Albert Woll, general counsel, IBT; David Kaplan, former economist for the IBT; Joseph Trerotola, secretary, Eastern Conference of Teamsters; Rocco Dameo, New Jersey Motor Truck Association; John Rohrich, trustee, IBT; Julius Feldblu, trustee, Joint Council 73; Murray Miller, chairman, Southern Conference of Teamsters; John Sweeney, secretary, Western Conference of Teamsters; John Backhus, trustee, IBT; Nicholas P. Morrissey, general organizer, IBT; John F. Kiernan, attorney for dairy industry; Paul Jones, trustee, IBT; Martin T. Lacey, president, Joint Council 16; John J. Breslin, former prosecutor, Bergen County, N. J.; Harold Gibbons, secretary, Central Conference of Teamsters; Patrick Reilly, trustee, Joint Council 73; Thomas Flynn, chairman, Eastern Conference of Teamsters; William Gonder, trustee, Joint Council 73; Edward McKenna, baking industry; Fred Carlin, vice president, Joint Council 73; Jack Friedland, attorney, Joint Council 73.

Charleston Local In New Building

(Continued from page 22)

an international union is a benchmark in progress of the organization.

"Teamsters have always been leaders in the labor movement and in the community and I am certain that the new step as symbolized by your dedication will provide further evidence of the well-merited recognition which has been won through service to labor and service to your fellow citizens. May Local 175 continue its fine advance in the promising and challenging years ahead!" he said.

The general president was represented at the dedication by Vice President Einar Mohn. Others who had praise for the local's forward step included General Secretary-Treasurer John F. English, Comptroller William Mullenholz, Vice President Harry Tevis, and John Greeley, representative of the Eastern Conference, among the Teamsters; and West Virginia Governor William C. Marland, Charleston Mayor John T. Copenhaver, Congressman Robert H. Molloy and Congressman Robert C. Byrd.

Speaking for the general president, Vice President Mohn told the large audience that it was always a pleasure to extend congratulations to a Teamster organization on the occasion of its dedication of a new home.

"For this step is a certain sign of progress and we all know that progress resulting from a devotion to union aims and ideals is the keystone of the International Brotherhood of Teamsters.

"I have been familiar with Teamster activities in West Virginia and I am certain that the dedication of your new home will be the occasion of felicitations by Teamster locals and joint councils throughout this part of the country. I am glad to join with the many who are wishing you well at this time," the vice president said.

A fifty-year member of the Bricklayers, Masons and Plasterers' International Union, William J. Sitzmann, officiated at the laying of the cornerstone.

Teamsters-Flight Engineers Pact

(Continued from page 6)

students undergoing training for these positions and all other persons performing this work under any other job title, description or name. The jurisdictions of the IBT are clearly set forth in its Constitution and By-Laws. Both jurisdictions are hereby recognized and respected. This Agreement shall not be deemed to supersede or interfere with the legitimate jurisdictional claims of any other organization.

2. The parties pledge to assist each other in maintaining their respective jurisdictions, in organizing the unorganized in their respective jurisdictions and in developing union shops wherever their members are organized and such union shops are not prohibited by law.

3. Should any dispute arise between the two organizations as to the jurisdiction of the respective organizations, the matter shall be referred to a standing committee of four consisting of two appointed by the IBT President and two appointed by the FEIA President. Failure of such committee to resolve any controversy shall be reported promptly to the Presidents of the two organizations who shall meet at their earliest convenience to decide the matter. The decisions thus reached shall be final and binding on both organizations. The interpretation and application of this Agreement shall be the responsibility of the Presidents of the two organizations or their authorized designees.

4. The parties pledge to assist each other in obtaining the best possible rates of pay, rules and working conditions of employment, consistent with the aims of the trade union movement and in conformity with good trade union practice.

5. Each Organization shall provide the other with a list containing the name of a liaison officer of its organization at each locality where cooperation between the two organizations might be requested. It shall be the duty of such liaison officers to effect such cooperation between the organizations as may be decided by the respective organizations in

response to requests as outlined in Paragraph 6 below.

6. When it is necessary or desirable for one Organization to invoke the assistance of the other Organization pursuant to this Agreement, the details of the matter and/or the necessity of such cooperation shall be communicated to the liaison officer of those elements of the other organization which are expected to supply the desired cooperation, with a copy to the President of the International Union. Such requests shall be as far in advance as is reasonably possible and in all cases, except unusual emergencies, shall be at least 30 days in advance. Requests for assistance shall be acted upon as expeditiously as possible after approval for such assistance is given by the President of the Organization requested to give assistance.

7. The essence of this Agreement is cooperation and each organization shall give liberal consideration to the requests of the other to effectively carry out good trade union practice. It is recognized that a gain for one organization is a gain for the other and a loss for one organization is a loss for the other.

8. All locals and other subordinate bodies of both organizations shall be advised of the fact of this Agreement and copies shall be made available to each member through publication of this Agreement in the journals of each organization or by other suitable means.

9. Each of the parties hereby pledges enforcement of this Agreement to the fullest extent possible consistent with the constitutions of the respective organizations.

10. This Agreement shall be perpetual unless terminated by either organization for reasons which it deems valid by giving written notice of the fact to the other organization.

The Flight Engineers

(Continued from page 7)

the captain, before takeoff, to ascertain that the airplane on which they are to fly is in safe, air-worthy condition, properly serviced and loaded. He works throughout the flight from start of engines to final shutdown, as a part of the operating cockpit team, manipulating the engineering controls in a safe and efficient manner so as to relieve the pilots of attention to burdensome mechanical detail. He does everything possible in flight to assure the continued airworthiness of the airplane so that the pilots will have a normally-functioning airplane to fly. He constantly monitors all indications aloft and adjusts the mechanical controls in such a way as to keep ahead of any deteriorating condition. On the basis of his in-flight observations and troubleshooting he gives competent advice to the mechanics as to what must be done to the airplane to maintain its airworthy condition for further flight. This reduces ground time and promotes safe, economical operation."

Sounds like a big order and that's

exactly what it is! "He does everything possible in flight to assure the continued airworthiness of the airplane. . . ." This "everything possible" means the constant monitoring of as many as 425 instruments spread over possibly ten panels dotted with switches and flashing colored lights. From take-off through actual flying and landing, the flight engineer is a study of intense concentration. Constantly alert mentally the engineer must also be endowed with a sharp intuition. He must sometimes intuitively recognize any abnormality not registering on the instrument panel. An unusual smell could mean a gasoline, oil, or hydraulic fluid leak. Engine tones are also significant. When an engine begins to ice up there is an almost imperceptible variation in pitch that an alert engineer can recognize as potential trouble if not adjusted.

Last summer at its 24th biennial congress, the International Transport Workers' Federation in recognizing the phenomenal development

of the commercial airline industry and the consequences this rapid development has had on airline safety factors, placed on record a resolution stating that "economic expansion of airline companies must be accompanied by strict attention to safety standards" and pledged full support "to affiliate organizations." The ITF resolution was prompted by what the organization termed "the increasing development of multi-capacity working on aircraft engaged in commercial transportation involv-

ing excessive workload with consequent crew fatigue and overstrain detrimental to safety."

In its September *Newsletter*, and FEIA editorial entitled "The Burden of Proof" wholeheartedly concurred with the ITF resolutions regarding safety. The editorial commended the role of the flight engineer and his contributions towards the advancement of aviation, especially in regards to the safety factor. The editorial then went on to condemn "a few individuals" within the

industry who remain adamant to the necessity of having well trained, experienced technicians on board commercial flights.

This is only one example of the concern and interest the Flight Engineers' International Association has for the general health and welfare of its members and ultimately for the well-being of the general public who patronize our nation's commercial airlines.

New Local 463 Headquarters



This spanking new headquarters building for Local 463, Philadelphia, had its official opening July 25-27 and is one of the most modern structures of its kind in the country. The building was inspected on August 29 by General President Dave Beck.

Officers, business representatives and office workers of Local 463 gather on the steps of the newly-dedicated headquarters building after the ceremony. From left, second row, are William Kaiser, trustee and business representative; Albert Sabin, secretary-treasurer; John B. Backhus, president, and William Martine, business representative. In the center of the back row is Wilbert Walton, recording secretary.



Construction

(Continued from page 19)

not have to be in perfect alignment and it takes two men less than 20 minutes to lay 100 feet of rail. Straight, curved and switch sections of track are standard equipment.

Especially useful for hauling concrete, the Railporter also can be used for hauling concrete blocks, bricks, lumber and other material when the hopper is removed.

It really proves its worth when a construction project is turned into a sea of mud following a downpour. The Railporter moves swiftly over its tracks in any weather.

The power unit is fitted with a double-side tipping hopper of 13-cubic feet in capacity (water measure). Load carrying capacity is 1,400 pounds or ten cubic feet of concrete. The running speed is 300 feet per minute in either direction. It is powered by a six-horsepower gasoline engine.

Trailer units, identical to the power unit, but without the engine and gear box, are also available. These units can be converted to power units by simply adding the missing equipment.

A small rubber-tired carrier also is available. This unit can be pulled to the construction site, connected to the laid rail and the unit can be pushed onto the rail easily.

Rails come in three sizes, 12, 6 and 4 feet between centers.

These two pieces of construction equipment will soon be making their appearances on projects in your neighborhood. Our members should see that the jurisdiction over their operation is assigned to members of this International Union.

TEAMSTER TOPICS

Teamsters Win Suit

An action against the Teamsters, Operating Engineers and Laborers initiated by the Campbell Coal Company, Atlanta, Ga., has been dismissed with regard to the Teamsters, J. Albert Woll, general counsel, announced recently.

The action was filed in July of 1956 in the U. S. District Court at Atlanta. It was based upon Section 303 (b) of the Taft-Hartley Act and the complaint alleged certain concerted and secondary activities against the plaintiffs and others with whom they were doing business. The company had sought damages of \$497,748.14 from the three international unions.

'Cooperation'

V. M. P. Forster, Local 208 of Los Angeles, sent in the following poem for publication. The title is "Cooperation."

It isn't the trucks or trailers
With the loads that bring the pay,
But the close cooperation of those
Who keeps them on their way.
It isn't the individual
Or one small group as a whole;
It's the everlasting team work
Of every bloomin' soul.

Chamber Hits Pacts

The Chamber of Commerce of the United States recently filed a petition to intervene before the Interstate Commerce Commission in an action to challenge the legality of "hot cargo pacts."

The petition contends that such contracts between labor and management "result in damage to and pressure on neutral and innocent parties" and are in violation of the Interstate Commerce Act and public policy.

The action was originally brought

before the ICC by the Galveston Truck Line Corp. of Houston, Tex., against 21 carriers in Oklahoma and Texas. The firm contended that the carriers refused to accept freight because of "hot cargo" contracts with the I. B. T.

Milk Use Rises

Fluid milk consumption in the United States is continuing to rise during the current year, despite the increasing use of powdered milk products, the Milk Industry Foundation reports.

The fluid milk industry — from farmers to distributors—has passed the mid-point in what promises to be a successful year from both the standpoint of increased per capita consumption and increased over-all consumption resulting from population gains, C. Raymond Brock, president of the foundation said.

Processors are paying dairy farmers higher prices for their milk this year, helping to increase cash income from sales by an estimated 10 per cent in the first half of 1956 over the same period of 1955.

While incomes of all farmers in the first five months of 1956 showed a decline of \$99 million, compared

with the same period of 1955, dairy farmers' cash income from milk sales increased by \$176 million to a total of \$1.9 billion.

Teamster Songwriter

Len Stark, a member of Local 929, Philadelphia, has just had his first song published and released, a bouncy tune called "Kiss Away."

Stark, a night produce checker at the Pennsylvania Produce Terminal, is a lyricist and the music is supplied by his Hollywood partner, Dan Franklin.

Working from 8 p. m. until 4 a. m., Stark finds time to write music in the afternoons while his children are in school. He is employed by Samuel P. Mandell & Company and his work requires his being out in all kinds of weather. He has been a member of Local 929 for fourteen years, the past six with the same employer.

The song has been recorded by a well-known group, "The Clips," and is distributed under the Calvert label.

Joint Efforts Work

A continuing organizational program between Local 281, Portland, Ore., of the Teamsters and the local unit of the International Laundry Workers organization has paid off again with the signing of nine more dry cleaning shops.

Jack Lester, business representative of Local 281, said the Laundry and Dry Cleaning Division of the local had listed the following firms under contracts for their employees to the two international unions:

Midway Cleaners, One-Hour Cleaners, Creston Cleaners, Columbia Park Cleaners, Jones Cleaners, Wardrobe Cleaners, Dents and Habit Cleaners.



Teamster Len Stark

Dairy Division Weighs National Headquarters



Vice President Einar Mohn presides at meeting called to consider establishment of a headquarters for Dairy Division.

An exploratory meeting took place at International Headquarters last month to consider the advisability of establishing a headquarters for the National Dairy Division in Washington, and appointing a director to head up the division.

President Dave Beck listened carefully to the discussion and indicated he would like to receive a resume of what transpired, along with a list of recommendations that he could take action on. He urged the Dairy Division policy committee to draft a specific program covering the many facets of the dairy industry. President Beck showed his awareness that some program had to be worked out to correct existing ills in the dairy industry. His talk left no one in doubt that he was fully conversant with the industry's problems.

MOHN PRESIDES

The meeting, which was presided over by Vice President Einar Mohn, stemmed from the national trade division meetings in Chicago in April. At that time, the Dairy Division adopted resolutions asking Vice President Harry Tevis, International Trustees John Backhus and Paul Jones to bring to the attention

of the International the need for a Dairy Division headquarters in Washington.

As a result of this request Vice President Einar Mohn, himself a former dairy employee, called the meeting which took place last month.

As a result of the exploratory meeting, other meetings will be scheduled for the Policy Committee members in the very near future.

Those in attendance at the initial

meeting were Vice President Einar Mohn, who presided; "Buddy" Graham, assistant to the General President; Harry Tevis, International vice president; Al Weiss, economist for the International; Frank Gillespie, policy committee secretary; Paul Jones and John Backhus, International trustees; Eugene R. Hubbard, policy committee chairman; Howard Haynes and John Marshall, members of the policy committee.

Bakery Division Meets

(Continued from page 9)

delivery of baked goods was raised throughout the three day sessions. Speaker after speaker cited competition of chain store bread delivered by other than members of bakery drivers' locals. The discussion brought out the problems of price differentials and the different methods of wage payment involved in different types of bread delivery, for example, the hourly rates of pay versus guarantees and commissions.

It was pointed out that the International Union Constitution provides for resolving jurisdictional disputes by action of the appropriate

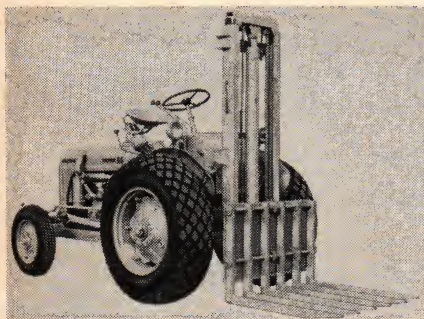
Joint Council. It was the concensus of the meeting that bakery locals involved in jurisdictional problems should utilize the constitutional procedure and process their claims before their respective Joint Councils, with the right to appeal an adverse decision to the International Union.

Conference Chairman Lee and Secretary - Treasurer Wendell Phillips stressed the key role of the Joint Council in such action and impressed the delegates with the importance of following this procedure so as to obtain a final decision on jurisdiction in accordance with constitutional provisions.

WHAT'S NEW?

Speed and Versatility Of New Fork Lift

A completely new fork lift has been introduced from Chicago, combining a high degree of speed and versatility. Designed to handle a wide variety of tasks around construction jobs, building supply yards, lumber yards, industrial plants, etc., this unit has a lifting capacity of 4,000 pounds. Models are offered with eight-foot and ten-foot tilting



mast to accommodate different attachments including standard forks in four lengths, concrete block forks, 1/2 yard hydraulic scoop bucket and dozer blade.

Bill 12-29 tires assure full traction in ungraded areas as well as in mud and snow where hard tire equipment cannot go. Six forward speeds provide a range of from 1 1/2 to 14 1/2 m.p.h. in addition to high and low reverse speeds. The unit is extremely maneuverable, according to the manufacturer, with a turning radius of only ten feet, and control is made easy with hydraulic power steering.

Test Traction Qualities Of New or Old Tractors

A meter is now being marketed that indicates in pounds the amount of draw-bar force exerted by a traction unit, making it possible to rate tractors on base efficiency. Available in 13 sizes, from 0-500 pounds to as high as 0-100,000 pounds,

these dynamometers are able to withstand accidental overloads up to 25 per cent without injury to calibration. Virtually unaffected by heat or cold because of their rugged construction, all models come equipped with maximum pointers, shatter-proof crystals, clevises and pins.

New Light, Compact Heavy-Duty Jack

There is a new hydraulic lift-jack, already popular in the Air Force for lifting airplanes, now being released for use by truck mechanics and outstanding for its efficiency and light weight. Weighing less than 100 pounds and with a base of nine inches, the jack is small enough to be carried in the trunk of a car. From this base the telescopic cylinder raises to an extended height of 29 inches and loads can be lifted easily by extending the jack's handle. Designed for pumping fast, medium or slow, the jack features a special safety device with a built-in relief valve that can be set to any pressure and that prevents overloading. This versatile unit can also be mounted on a wheel plate.

Versatile Cylinder Compression Test Kit

A Chicago firm is now marketing their new scientifically engineered cylinder compression testing equipment which comes in a handy shock-proof metal box and includes three interchangeable stems, flexible hose and complete accessories for testing over 90 per cent of engines.

Included in the package are: a pressure gauge with readings to 200 psi. Easy-to-read dial with large yellow number on black background, shatter-proof lens, back equipped with heavy-duty nickel-plated clip for mounting switch.

A flexible extension, 10 inches long and neoprene-coated. This resists oil and grease and withstands shop abuse.

A full fist plastic knob, 1 7/8 inches in diameter for forcing and holding cone into spark plug hole.

Non-breakable seamless curved stem, 5 1/2 inches long for Fords; a

similar stem 9 1/2 inches long for General Motors cars; non-breakable seamless straight steel stem, 9 1/2 inches long for Chryslers.

A remote control starter exten-



sion switch with heavy current-carrying fine silver contacts. This may be used separate for other testings.

With the three different stems, 12 different gauge combinations are possible. Every testing situation may thus be met. One man can test modern V-8 Ford and Chevrolet engines in 1/10th the time ordinarily required.

Manifold Cutting Gauge Marketed

There is a new cutting gauge now being marketed that quickly measures the amount to cut off the intake manifold in order to effect perfect alignment of ports and bolt holes when a V-8 head is machined. By placing on edge of the device on the head surface and the other edge on the intake manifold surface of the head, you can discover the angle between the two surfaces. The indicated factor is then multiplied by the amount cut off the head to determine how much to cut off the manifold surface.

Flexible Clearance Lamp Waterproof and Dustproof

Complete waterproof and dust-proof qualities are claimed for a new flexible rubber clearance lamp that swings on impact and then rebounds to its normal position. The bulb is mounted on a plate enclosed in the lamp and the lens slides in or out of its rubber collar for bulb replacement. Wire leads come through tight-fitting holes in the lamp's rear, preserving its water- and dust-tight advantages.



LAUGH LOAD

Credit Assistance

(Continued from page 24)

Gentle Rebuke

The Vicar—"I want to speak to you, Fishner, about the milk you've been delivering lately—we don't require it for christenings."

★

Not Practical

"Arithmetic is a science of truth," said the professor earnestly. "Figures can't lie. For instance, if one man can build a house in 12 days, 12 men can build it in one."

"Yes," interrupted a quick-brained student. "Then 288 will build it in one hour, 17,280 in one minute, and 1,936,800 in one second. And I don't believe they could lay one brick in that time."

While the professor was still gasping, the smart "ready reckoner" went on: "Again, if one ship can cross the Atlantic in six days, six ships can cross it in one day. I don't believe that either; so where's the truth in arithmetic?"

★

Trucking Deluxe

A sheep rancher suddenly struck it rich. His first purchase was a Cadillac limousine. On his next trip into town, the dealer meeting him on the street inquired how he liked the car.

"Say, fella," said the sheepman, "that there is a real nice automobile. Sure do like that winder back of the front seat."

"How's that?" said the salesman. "You don't have a chauffeur!"

"Don't need no chauffeur, sonny," said the sheepman, "but that winder keeps the sheep from licking my neck when I'm taking 'em to market."

★

Book of Knowledge

A teen-ager saw an advertisement for, "A valuable book, including information every young girl should know before she marries, with full instructions and illustrations." She sent for the volume and received—a cook book.

—Modern Medicine.

★

Funny Pastor

"Hello, operator, I would like to call the Reverend Smith in New York. This is the Reverend Turner calling."

"Is this a station-to-station call?"
"Don't be foolish, young lady, this is a parson-to-parson call."

★

Wish Granted

Shakespearean actor (on stage): "A horse, a horse, my kingdom for a horse."

Benevolent bookie (in back row): "Oh, all right, bet Woodchuck in the fifth at Washington Park."

★

Wouldn't Break Pair

Mad wife: "Why did you buy two elephants?"

Inebriated husband: "The man wouldn't break up the pair."

★

No Detour

At a busy intersection in Oklahoma City, as a traffic signal turned red, a four-door sedan rolled to a stop, completely blocking the pedestrian crosswalk. Instead of following a flow of pedestrians around the front and rear of the car, a middle-aged man walked straight ahead, opened the rear door, climbed through the car and stepped out the other door, leaving both doors wide open, while amid the honking of horns the driver stared bewildered after his retreating form.

★

Shhh—!

"She told me," a woman complained to a friend, "that you told her the secret I told you not to tell her."

"Well," replied her friend in a hurt tone, "I told her not to tell you I told her."

"Oh, dear," sighed the first woman. "Well, don't tell her I told you that she told me."

★

Zero Minus

Student: "I don't think I deserve a zero."

Teacher: "I don't either, but when I marked the papers I was in a generous mood."

★

Proof Positive

The average man is proof that the average woman can take a joke.

★

High and Dry

In "dry" Mississippi, the prohibition issue is a constant problem for office-

ators to lay aside sufficient revenues to guarantee, at all times, a sure line of adequate credit, he said.

"We believe that the Small Business Administration can develop a sound program of credit assistance for the trucking industry which will relieve this chronic credit shortage and at the same time help to preserve the present condition of widespread ownership.

"By cooperative efforts, it should be possible to ensure widespread participation by small trucking concerns in the loan facilities of the Small Business Administration. We have several suggestions for practical ways in which this can be done," Beck said.

seekers, because the voters are about equally divided on the matter.

One candidate, hard-pressed to state his stand, declared, "Well, half of my friends are for it and half of my friends are against it. I want it understood I'm for my friends."

★

Don't Be Silly

A woman trying to maneuver her sedan out of a parking space banged into the car ahead, then into the car behind and finally, pulling into the street, struck a passing delivery truck. A policeman who had been watching approached her. "Let's see your license," he demanded.

"Don't be silly, officer," she said. "Who'd give me a license?"

★

Like Camels

A civil servant who had been stationed in Egypt and was about to return to England had a small son who showed a touching attachment to a statue of General Gordon mounted on a camel. The boy begged for a farewell visit. "Good-bye, Gordon," he sobbed. The father was moved by such patriotic sensibility. Then, as they turned away, the youngster asked suddenly, "Daddy, who's that man on Gordon?"

★

Choosy

Tramp: "Beg pardon, but do you happen to have some pie or cake that you could spare an unfortunate wanderer?"

Lady of the House: "No, I'm afraid not. Wouldn't some bread and butter do?"

Tramp: "As a general rule, it would, but you see, today's my birthday."

FIFTY YEARS AGO

in Our Magazine



(From *Teamsters' Magazine*, November, 1906)

BREAKING A KICKER

Team drivers were given a good tip on how to break a horse that enjoyed kicking by the editor in 1906. Give him plenty of exercise, he advised.

"The best means is to give him a sand bag to exercise upon. Fill a grain sack half full of sand and swing it up to the ceiling with a rope so the sack will hang just where the heels of the horse will have good play upon it.

"Tie the horse in the stall with a good, strong rope and let him kick. At the first kick the bag will swing away and return, giving the horse as good as he sent. For the next few minutes there will be a lively mix-up between the horse and sack, but the sack will hold its own, returning all it receives with interest.

"The horse, in bucking against the real



thing, will soon come to a realization of the fact, and will be thoroughly cowed. Leave the sack behind him for a week or so, and then remove it. If he ever shows a tendency to get into his old habit of kicking give him another punch bag to exercise with," he recommended.

MORE ON AUTOMATION

The machine was again giving cause for concern in the November issue. The industrial revolution was continuing to take its toll in workers by replacing them with machines.

"In 1830, one weaver ran twenty-five spindles, and in 1890 he ran sixty-five. When an English silk throwster was told that in American silk mills the speed of machinery had been increased 5,000 to 7,500 revolutions a minute, he said: 'If our machinery were made to go so fast, all our girls would run away.' Today in America there are mills that go at the rate of 15,000 a minute.

"In Adam Smith's day one pinmaker made 4,800 pins a day; today one pinmaker makes 1,500,000 pins a day. The cost of printing cotton is half a cent a yard in England, and one-twentieth of a cent here. The Massachusetts factory worker gets 27 per cent of what he produces, while the South Carolina worker gets only 10 per cent.

"But the Massachusetts worker produces \$715 more in a year than the other for his employer. This shows the folly of comparing wages without comparing workers," he pointed out.

CHILD LABOR LAW

A near riot was reported in Baltimore as parents massed outside the Maryland State Bureau of Statistics to get permits allowing their children to work in factories.

The crowd came as the deadline neared for getting the permits with the office unable to handle all who wanted them.

The new law provided that children between the ages of 12 and 16 could work in factories if the parents could give "reasonable excuse" for their doing so.

"So dense was the crowd and so great the anxiety of the men and women who visited the offices on the last day that a large number of women had their clothes torn and several fainted in the heat and excitement. There were more than 200 men, women and children crowded into the building at one time, and the police who were assigned there to keep order had all they could do to prevent a small riot," the report said.

UNION LABOR SHOW

The forerunner to the present day Union-Industry show was being planned fifty

years ago with a notice inserted in the *Teamster Magazine*.

"There is to be a union exposition. The object of the fair is to celebrate the achievements of organized labor throughout the world. Minneapolis tentatively has been selected as the place for holding the exposition, and it is probable that it will take place next November.

"Max Morris, vice president of the A. F. L., explains that the exploitation of union labor has never been attempted on such a large scale. The aim is to bring together the products of union workingmen in every branch of industry, to illustrate the superiority and also to demonstrate the growth of the union labor movement in the United States since its inception sixty years ago."

UNIQUE STRIKE TACTIC

Another report told of a unique method employed by the Cigarmakers' Union



to win a strike in a New Haven, Connecticut, plant.

"Generally the things struck against are boycotted by strikers. The Cigarmakers, in this instance, would accept none but a cigar made in the struck factory. This was done to exhaust the stock on hand as speedily as possible, and then to leave the manufacturer stranded, when they were compelled to give in. For a week or more it became impossible to get local-made cigars," the editor noted.



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